

B O R O U G H O F C A R D I G A N

P U B L I C H E A L T H D E P A R T M E N T

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M E D I C A L O F F I C E R O F H E A L T H :

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BOROUGH OF CARDIGAN

MAYORS

1970/71

1971/72

Councillor Rev. D. Terry Thomas

Councillor Miss S. R. Owen

Committees dealing with Public Health Matters

(a) Public Health Committee 16 members

Chairman

1970/71

1971/72

Alderman R. L. Peregrine

Alderman R. L. Peregrine

(b) Housing Committee 16 members

Chairman

1970/71

1971/72

Councillor I. J. C. Radley

Councillor I. J. C. Radley

(c) Plans Committee 16 members

Chairman

1970/71

1971/72

Alderman W. A. Jenkins

Councillor T. L. Atkinson

Town Clerk: Mr. R. A. Davies,
Council Offices,
Morgan Street,
CARDIGAN.

Telephone: Cardigan 2641

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To the Mayor, Aldermen and Members of
Cardigan Borough Council

PREFACE

I have pleasure in presenting the Annual Report of the Public Health Department for the year 1971.

The number of live births registered during the year was sixty-nine, representing an increase of twelve over the figure for the previous year. There were no registered stillbirths but one child died before the end of the first week of life. No woman died as a result of pregnancy, childbirth or abortion.

The number of registered deaths was sixty, the same number as last year. Fifteen people died of heart disease, nine of cancer and thirteen of 'stroke'.

No unusual notifications of infectious disease were received during the year. One new case of tuberculosis was notified during the year but no person died of the disease. In order to trace all contacts of a notified case of tuberculosis, the Department works in conjunction with the local chest physician.

In my Annual Report last year, I referred to the hazards of drug-taking in the hope that an increased awareness of this problem would help to prevent its escalation in our own district. This year I would like to draw your attention to a hazard which kills more males under forty years of age than any other cause, and which is the third greatest killer of females under the age of forty. I refer of course to road traffic deaths. A recent resolution of the World Health Organization (1970) emphasized that road traffic deaths and injuries are a major public health problem.

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In recent years there have been about 7,000 deaths annually in Great Britain, 90,000 serious injuries and a quarter of a million slight injuries due to road accidents. In 1971, the exact number of people killed on the roads was 7,696. This number of deaths for 1971 was 1,000 more than the number of American Servicemen killed in Vietnam in the two years 1970 and 1971.

Road traffic accidents are the chief cause of deaths, among males up to the age of forty, numbering 30 per cent more than respiratory diseases, 50 per cent more than the cancers, twice the heart diseases and eight times the infectious diseases. Deaths of females from traffic accidents are about half those of males, but even so, up to the age of forty they rank third after respiratory diseases and the cancers, and kill twice as many as do infectious diseases (Registrar General 1971).

In 1972 the Department of the Environment published a review of road deaths in Britain and in this review it was stated that "No fewer than 37,500 fatal and serious casualties in 1970 were drivers or front-seat passengers of cars or light vans. If everyone had taken the trouble to buckle on the belts that were hanging unused in their vehicles, some 15,000 of these casualties would have been avoided". This statement is supported by the experience in the state of Victoria, Australia where compulsory seat-belt wearing came into force on Boxing Day 1970. When road deaths for the first six months of 1971 (when Victoria alone had introduced compulsion) were compared with the corresponding period in 1970, it was found that in Melbourne the number of deaths had been reduced by 24.8 per cent compared with a reduction of only 1.5 per cent for the rest of metropolitan Australia.

In Britain in 1970 it was possible to obtain information from survivors regarding 2,264 drivers or front seat passengers killed on the roads and it was

found that 2,130 had not been wearing seat belts. Recent figures show seat belt wearing rates of only 32 per cent on motorways and 23 per cent on A roads. Perhaps a device that prevents the car being driven unless seat belts are worn is the answer here.

Medical conditions, excluding the effects of alcohol, fatigue and personality factors, are thought to account for less than 1 per cent of road accidents. Medical assessment of fitness to drive is now statutory for drivers of heavy-goods vehicles and public service vehicles and an applicant for an H.G.V. or P.S.V. licence should conform to the strictest standards of fitness. There are of course standards of fitness laid down for drivers of private vehicles, but it is known that, unless disabling attacks occur, only a small proportion of applicants for a Driving Licence disclose their particular medical condition. However, more stringent regulations would be likely to lead to greater concealment and might thus increase the risks.

In Cardiganshire in 1971 there were eleven deaths due to road traffic accidents and of these eight were between the ages of five and thirty-four. The total number of deaths from all causes in this age group in the county in 1971 was sixteen. So of these sixteen young deaths, half were due to road traffic accidents.

Fundamentally the three factors concerned in road traffic accidents are the man, the vehicle and the environment and an appraisal of the relative parts played by each of these alone and in combination has shown that in 85 per cent of accidents the driver was responsible in part or in whole and in only 15 per cent were the vehicle and/or environment primarily concerned. Almost half the accidents were caused by driver-environment interaction, and about 15 per cent were caused by driver-vehicle-environment interaction.

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Thus the prevention of road traffic accidents depends upon the driver to a much greater extent than it does upon the vehicle or the environment. Hence in the prevention of road traffic accidents it appears to be far more important to have safer drivers than to have safer vehicles or a safer environment.

To promote safer driving by the individual it is first necessary to discover the causes of unsafe driving in order to be in a position to advise the individual driver.

At the outset it is important to realize that among private motorists it is impracticable to test for "accident proneness" with a view to withholding licences from those who fail the tests. Secondly, it must be appreciated that in certain circumstances on the road, everyone is at risk. Some of these circumstances will now be summarized:-

The most important factor in the production of fatigue associated with prolonged driving is the time of day when driving is undertaken. Assuming the normal diurnal rhythm, it has been shown that physiologically an individual is at his lowest ebb around 4.00 a.m., with a rapid rise in performance to 11.00 a.m. and then a slow rise until 9.00 p.m. when his alertness reaches its zenith. Therefore, a private motorist should arrange to avoid ending a prolonged period of driving during the early hours, and those who employ long distance drivers should ensure that shifts are not frequently changed and that a stable work-schedule obtains.

Since it has been shown that in a spell of driving lasting twelve hours with the usual meal breaks drivers initiate 50 per cent more risky overtaking in the last three hours than in the first three hours, then a driver should arrange that the latter parts of a period of prolonged driving do not coincide with his physiological trough of alertness.

A motorist who finds himself incurring near-accidents from hazardous overtaking manoeuvres, being surprised by crosstraffic at crossroads, braking at the last minute and crashing the gears should book in at the nearest hotel before driving fatigue causes him to be involved in a fatal accident.

Besides its association with driving fatigue, overtaking deserves to be considered on its own. It seems obvious that the danger of overtaking increases as closing speeds increase - in other words the less time a driver has to spare, the more time he needs to react but this implication to some drivers is not so obvious - that if there is any doubt about overtaking it should be postponed.

Psychological research has shown that risk-taking increases when environmental circumstances delay the attempt to perform the manoeuvre. In driving, this means that a driver frustrated in his initial overtaking attempt, may attempt a far more hazardous overtaking manoeuvre at the next opportunity. It has also been shown that an individual will take more risks in driving, when he is a member of a group of drivers.

The previous reference to closing speeds in overtaking leads naturally to an appraisal of speed per se in its relation to road safety. The fast driver and the slow driver are more often involved in road accidents than the average-speed driver, and the speeds may be related to aggressiveness and age of driver. Casualties in drivers and passengers can be reduced by up to 50 per cent when the 30 m.p.h. speed limit is enforced by increased police patrols, and conspicuous radar speed meters.

Perception of speed becomes more unreliable as speed increases. Therefore the fast driver should be aware that he is making it difficult for other drivers to estimate his speed, and is obliging them to make snap decisions which may not always be the correct ones. Though the casualty rates per vehicle/mile are higher in urban areas the severity of injuries is 50 per cent greater in the higher

speed rural areas.

Another important physiological factor bearing upon road traffic accidents is reduced visibility. In poorly lighted towns there are proportionately more accidents due to drivers failing to detect pedestrians and cyclists than in well lighted towns and 70 per cent of collisions between light vehicles and the rear of heavy lorries occur during the hours of darkness. Fog is another hazard facing the driver, who on the one hand has to drive at a speed which will enable him to stop if something suddenly appears on the road in front of him, and on the other hand is obliged to maintain a certain speed in a line of cars. Using peripheral vision, corners can be safely taken at 40 m.p.h. though the windscreen is completely opaque - thus in a fog the more a driver's forward vision is occluded, the faster he tends to drive because he relies on peripheral vision and at slow speeds peripheral stimuli are weak. In fog a safe driver will relate his speed to his forward visibility and not to the peripheral stimuli he is receiving.

In the featureless environment of a fog the vehicle ahead provides the only cue as to distance, and the driver is apt to approach this vehicle until it becomes as clear to him as it would be if there were no fog - in other words he is driving much closer to the preceding vehicle than he would in normal conditions - this well established psychological theory of "perceptual constancy" is the cause of "motorway madness".

Though most of the stimuli reaching the driver are visual, it is true that auditory stimuli can displace visual stimuli because they are received on the same "channel" - this means that a driver carrying on an intelligent conversation while driving in a busy street is not driving safely. Similarly using a mobile telephone or recording device creates an auditory distraction which results in a decrement of driving skill as a result of divided attention, quite apart from the

distraction caused by the manipulation required to operate the equipment. However, if the driver is aware that the auditory stimuli are redundant, as far as his planned course of action in relation to his vehicle is concerned, then the auditory stimuli may in fact stimulate the fatigued driver, as does a car radio, whose stimulatory effect offsets its distracting auditory effect.

It is sobering to realize that even one glass of sherry impairs driving capacity in spite of the fact that the driver knowingly tries to compensate by driving more carefully and more slowly. The present maximum permitted blood alcohol level of 80 mg./100 ml. is a very liberal one as far as the driver is concerned, and it should be realized that a much lower level of blood alcohol results in impairment of driving efficiency.

The low alcohol intake common among social drinkers increases the risk of road traffic accidents when unexpected circumstances occur. The only advice that can be given to those who drink and drive is - Don't.

At the beginning I stated that it was impracticable to test private motorists for "accident proneness", but I would now qualify this statement by saying that certain sections of the population cause more accidents than others. It has been shown repeatedly that the extrovert is more likely to be convicted of careless driving than the driver with normal or introvert personality. This adds support to the finding that drivers with an aggressive temperament are more likely to be involved in accidents than normal drivers.

On good statistical evidence, Insurance Companies realize that young drivers tend to be unsafe, for the casualty rate per mile driven for the late teenage group is five times the rate for all ages. It has also been shown that persons with serious road traffic offences have more than their share of criminal offences and American work has demonstrated correlation between cities with high road

deaths and high homicide and suicide rates.

It is often stated that women drivers are unsafe, and this idea is supported by the fact that women do not possess such good spatial perception as men do. In spite of this it is a fact that women take less risks than men, and are involved in only half the accidents incurred by men of the same age groups.

In conclusion, road traffic accidents are likely to occur after prolonged driving, during overtaking manoeuvres, in group driving, at fast speeds, when visibility is reduced, when seat belts are not worn, when a mobile telephone has to be answered or there is a demanding talkative passenger and the lowest detectable blood alcohol level is present, especially in aggressive young men.

Road safety depends upon your awareness of your own personality and limitations, and of the tragedy you may bring to others as well as to your family and yourself.

A more detailed account of the work of the Public Health Department, including a portion by the Public Health Inspector, will be found in the following pages.

At Faer, Henaduriaid ac Aelodau
Cyngor Bwrdeisdref Aberteifi

RHAGAIR

Pleser imi yw cyflwyno Adroddiad Blynnyddol yr Adran Iechyd Cyhoeddus am y flwyddyn 1971.

Cofrestrwyd chwech-deg-naw o fabanod a anwyd yn fyw yn ystod y flwyddyn; deuddeg yn fwy na'r nifer am y flwyddyn flaenorol. Ni chofrestrwyd un marw-anedig ond bu farw un baban cyn diwedd y wythnos gyntaf o'i fywyd. Ni bu farw un fenyw am ei bod yn feichiog, ac ni chafwyd un marwolaeth ar enedigaeth na thrwy erthylliad.

Cofrestrwyd chwe-deg o farwolaethau; yr un nifer ac yn y flwyddyn cynt. Cyfrif clefyd y galon am un-deg-pump o'r marwolaethau hyn, y stiôc am un-deg-tri a'r cancr am naw.

Ni dderbyniwyd hysbysiad anarferol o glefyd heintus yr ystod y flwyddyn. Nodwyd un digwyddiad newydd o'r ddarfodedigaeth yn ystod y flwyddyn ond ni bu farw un person o'r clefyd hwn. Er mwyn dod o hyd i bob person a fu mewn cyffyrddiad a'r achos gwybyddus o'r ddarfodedigaeth y mae'r Adran yn cydweithredu a'r arbenigwr lleol yn y maes hwn.

Yn fy Adroddiad Blynnyddol y flwyddyn ddiwethaf cyfeiriais at beryglon cymer- yd cyffuriau, yn y gobaith y byddai ymwybyddiaeth gynyddol o'r broblem hon yn help i atal ei chynnydd yn ein hardal ni. Eleni, hoffwn dynnu eich sylw at ber- ygl sy'n lladd mwy o wrywod o dan ddeugain oed na dim achos arall, ac sydd y trydydd lladdwr mwyaf o fenywod o dan ddeugain oed. Cyfeiriau wrth gwrs at far- wolaethau ar y ffyrdd. Pwysleisiodd penderfyniad diweddar a wnaed gan Cymdeith- as Iechyd y Byd (1970) fod marwolaethau a niweidiau ar y ffyrdd yn un o broblemau mawr iechyd cyhoeddus.

Yn y blynyddoedd diweddaf yn Mhrydain Fawr, fe gafwyd 7,000 o farwolaethau yn flynyddol, 90,000 o niweidiau difrifol a chwarter miliwn o fân niweidiau fel canlyniad i ddamweiniau ar y ffyrdd. Yn 1971, union rif y bobl a laddwyd ar y ffyrdd oedd 7,696. 'Roedd y rhif yma o farwolaethau am 1971, yn 1,000 yn fwy na'r rhif o filwyr Americanaidd a laddwyd yn Vietnam yn ystod y ddwy flynedd 1970 a 1971.

Damweiniau ar y ffyrdd yw prif achos marwolaeth ymysg gwrywod hyd at ddeugain oed, yn rhifo 30 y cant yn fwy nag afiechydon respiradol, 50 y cant yn fwy na chaner o bob math, dwywaith yn fwy nag afiechydon y galon ac wyth gwaith yn fwy nag afiechydon heintus. Mae marwolaethau benywod o ddamweiniau ar y ffyrdd tua hanner rhai'r gwrywod, ond hyd yn oed wedyn, i fyny hyd at ddeugain oed maent yn drydydd prif achos marwolaeth ar ôl afiechydon respiradol a chaner o bob math, ac yn lladd dwy waith cymaint ag â wna afiechydon heintus (Cofrestrydd Cyffredinol 1971).

Yn 1972 fe gyhoeddodd Adran yr Angylchfyd arolwg o farwolaethau ar y ffyrdd yn Mhrydain ac yn yr Arolwg yma fe ddywedir "Mîd oedd llai na 37,500 o bobl a gafodd niweidiau angheuol neu ddifrifol yn 1970 yn yrrwyr neu'n deithwyr sêd flaen mewn ceir neu faniau ysgafn. Petai pawb wedi trafferthu i ddefnyddio y gwregysau (bolts) oedd yn crogi heb eu defnyddio yn eu cerbydau, gallai tua 15,000 o'r niweidiau hyn fod wedi cael eu hosgoi". Cefnogir y datganiad yma gan y profiad a gaed yn nhalaith Victoria, Awstralia lle daeth gwisgo gwregys-sôdd yn orfodol ar ddydd San Steffan 1970. Pan gymharwyd marwolaethau ar y ffyrdd am chwe mis cyntaf 1971, (pan oedd Victoria yn unig wedi cyflwyno gorfodaeth) gyda'r cyfnod cyfatebol yn 1970 fe welwyd fod y nifer o farwolaethau yn Melbourne wedi gostwng 24.8 y cant o'i gymharu a gostyngiad o 1.5 y cant yn unig yn y gweddill o Awstralia fetropolitan.

Ym Mhrydain yn 1970 'roedd yn bosibl cael gwybodaeth gan oroeswyr mewn perthynas i 2,264 o yrrwyr neu deithwyr sêtl flaen a laddwyd ar y ffyrdd a chanfyddwyd nad oedd 2,130 o'r rhain yn gwisgo gwregysau sêdd. Dengys ffigurau diweddar na wisgir gwregysau-sêdd ond gan 32 y cant ar draffyrdd a 23 y cant ar ffyrdd A. Efallai mai dyfais i rwystro modur i gael ei yrru os na wisgir gwregysau sêdd yw'r ateb yma.

Credir fod cyflyrau meddygol, ag eithrio effeithiau alcohol, blinder a nodweadion personoliaeth, yn gyfrifol am lai nag 1 y cant o ddamweiniau ar y ffyrdd. Mae archwiliad meddygol o gynhwyster i yrru yn awr yn angenrheidiol ar gyfer gyrrwyr cerbydau nwyddau-trwm a cherbydau gwasanaeth cyhoeddus a dylai ymgeisydd am drwydded C.N.T. neu C.G.C. gydymffurfio â'r safonau llymaf o ran addasrwydd. Mae, wrth gwrs, safonau addasrwydd ar gyfer gyrrwyr cerbydau preifat, ond fe wyddis, os nad oes ymosodiadau sy'n analluogi person yn digwydd, dim ond nifer fychan o ymgeiswyr am Drwydded Gyrru sy'n dadlennu eu cyflwr meddygol arbennig. Fodd bynnag, byddai rheolau caethach yn fwy tebygol o arwain i fwy o gelu'r gwirionedd ac felly gynyddu y peryglon.

Yng Ngheredigion yn 1971 'roedd un-ar-ddeg o farwolaethau fel canlyniad i ddamweiniau ar y ffyrdd ac o'r rhain 'roedd wyth rhwng yr oedrannau pump a thriddeg pedwar. Cyfanswm marwolaethau o bob math o achosion yn y grŵp oedran yma yn y Sir yn 1971 oedd un-ar-bymtheg. Felly o'r un marwolaeth ar bymtheg ifanc hyn, 'roedd eu hanner wedi eu hachosi gan ddamweiniau ar y ffyrdd.

Yn sylfaenol, y tair ffactor ynglyn â damweiniau ar y ffyrdd yw'r dyn y modur, a'r angylchfyd ac fe ddangoswyd mewn prisiad o'r rhan perthynol a chwaraeir gan bob un o'r rhain yn unigol ac mewn cyeuniad mai mewn 85 y cant o ddamweiniau y gyrrwr oedd yn gyfrifol yn rhanol, neu yn gyfangwbl a dim ond mewn 15 y cant yr oedd y cerbyd ar/neu'r angylchfyd yn bennaf gyfrifol. Achoswyd

bron hanner y damweiniau gan ryngweithiad gyrrwr-angylchfyd ac achoswyd tua 15 y cant gan ryngweithiad gyrrwr-cerbyd-angylchfyd.

Felly, mae atal damweiniau ar y ffyrdd yn dibynnu llawer mwy ar y gyrrwr nag ydyw ar y cerbyd neu'r angylchfyd. Felly, er mwyn atal damweiniau ar y ffyrdd mae'n ymddangos yn llawer mwy pwysig sicrhau gyrrwyr saffach nag ydyw i gael cerbydau saffach neu angylchfyd saffach.

Er mwyn hyrwyddo gyrru mwy gofalus gan yr unigolyn rhaid i dechrau ganfod achosion dreifio anniogel er mwyn bod mewn sefyllfa i gynghori y gyrrwr unigol.

Ar y dechrau mae'n bwysig sylweddoli ei bod yn anymarferol ynhlith gyrrwyr noduron preifat i osod prawf am "dueddiad i ddamwain" ('accident proneness') gyda'r bwriad o atal y rhai sy'n methu'r prawf rhag cael trwydded. Yn ail, dylid sylweddoli, dan rai angylchiadau ar y ffordd fod rawb yn wynebu perygl. Fe geisir yn awr grynhoi rhai o'r angylchiadau hyn:-

Y ffactor bwysicaf pan gynhyrchir blinder neu ludded mewn cysylltiad â dreifio hir yw'r adeg o'r dydd pan fydd dreifio yn cynryd lle. Gan gymryd yn gania-taol rhythm dyddiol normal, fe ddangoswyd fod unigolyn yn seicolegol ar ei fan isaf tua 4.00 a.m. gyda chynnydd cyflyn mewn perfformiad hyd 11.00 a.m. ac yna cynnydd araf hyd 9.00 p.m. pan fydd ei fywiogrwydd wedi cyrraedd ei uchafbwynt. Felly, dylai nodurwr preifat geisio osgoi gorffen cyfnod o yrru maith a hir yn ystod yr oriau cynnar, a dylai'r rhai sy'n cyflogi gyrrwyr pellter hir sicrhau na newidir 'shifts' yn rhy anl a bod amserlen-waith sefydlog i'w chael.

Gan iddo gael ei brofi mewn cyfnod o ddreifio yn para deuddeg awr, gyda'r amserau arferol i brydau bwyd, fod gyrrwyr yn dechrau 50 y cant yn fwy o oddiwedd- yd peryglus (risky overtaking) yn ystod y tair awr olaf nag yn y tair awr gyntaf, yna dylai gyrrwr drefnu nad yw rhan olaf ei ddreifio hir ddin yn cyfateb i'r anser pan fydd ei fywiogrwydd ffisiolegol ar ei fan isaf.

Dylai nodurwr sy'n canfod eu hun bron yn achosi damweiniau oherwydd synudiadau o oddiweddyd peryglus, sy'n cael ei symu gan groesdraffig ar groesffyrdd, sy'n brecio ar y mamud ola ac yn gwrthdrawo y gêrs; dylai yn sicr aros yn y gwesty agosaf cyn i ludded dreifio a gyrru fod yn achos iddo gael damwain angheuol.

Ar wahân i'w berthynas gyda lludded neu flinder gyrru dylid ystyried goddiweddyd (overtaking) ar ei ben ei hun. Ymddengys yn amlwg fod y perygl wrth oddiweddyd yn cynyddu fel mae cyflyndra caeedig yn cynyddu - mewn geiriau eraill y lleiaf o anser sydd gan yrrwr i sbario, y mae arno angen mwy o anser i ymateb, ond nid yw arwyddocâd hyn i rai gyrrwyr mor amlwg - os oes unrhyw amheuaeth ynglyn â goddiweddyd yna dylid ei ohirio.

Dangosodd ymchwil seicolegol fod cymeryd risg yn cynyddu pan fo angylchiadau angylchedd yn oedi yr ymgais i wneud y synudiad. Mewn dreifio golyga hyn fod gyrrwr a rwystrowyd yn ei ymgais gyntaf i oddiweddyd, yn aml yn debygol o geisio gwneud synudiad i oddiweddyd sy'n llawer mwy peryglus pan ddaw'r cyfle nesaf. Dangoswyd hefyd fod unigolyn yn debygol o fentro mwy wrth ddreifio pan fo'n un aelod o grŵp o yrrwyr.

Mae'r cyfeiriad blaenorol at gyflyndra caeedig mewn goddiweddyd yn arwain yn naturiol at brisiad o gyflyndra per se yn ei berthynas â diogelwch ar y ffordd. Mae'r gyrrwr cyflym a'r gyrrwr araf yn fwy tebygol o gael damweiniau ar y ffordd na'r gyrrwr o gyflyndra-cyffredin, a gall y gwahanol gyflyndra fod yn gysylltiedig âg agwedd ymosodol neu oedran y gyrrwr. Gall colledigion mewn gyrrwyr a theithwyr gael eu gostwng hyd at 50 y cant pan roddir y ffin cyflyndra 30 m.y.a. mewn grym gan fwy o batrol heddlu, a mesurwyr cyflyndra radar amlwg.

Mae canfod cyflyndra yn dod yn fwy annibynadwy fel mae cyflyndra yn cynyddu. Fel'y dylai'r gyrrwr cyflym sylweddoli ei fod yn ei gwneud yn fwy anodd i yrrwyr eraill amcangyfrif ei gyflyndra, ai foi yn eu gorfodi hwy i wneud penderfyniadau

sydyn sydd ddim bob anser yn rhai cywir. Er fod cyfradd damweiniau yn ôl cerbyd/ milltir yn uwch yn yr ardaloedd trefol mae gerwindob y niweidiau yn 50 y cant yn fwy yn yr ardaloedd gwledig uwch eu cyflymdra.

Ffactor ffisiolegol bwysig arall mewn perthynas â damweiniau ar y ffyrdd yw lleihad mewn gwelededd (reduced visibility). Mewn trefi lle ceir goleuni gwael mae mwy o ddamweiniau o ganlyniad i fodurwyr yn methu a gweld cerddwyr a beicwyr nag mewn trefi lle ceir goleuni da ac mae 70 y cant o wrthdrawiadau rhwng cerbydau ysgafn a thu ôl lorïau trwm yn digwydd yn ystod oriau'r tywyllwch. Perygl arall sy'n wynebu'r gyrrwr yw niwl, gan fod yn rhaid iddo ar un llaw ddreifio ar gyflymdra fydd yn ei alluogi i aros os bydd rhywbeth yn ymddangos yn sydyn ar y ffordd o'i flaen, ac ar y llaw arall mae'n rhwym o gadw at rhyw gyflymdra arbenig pan fo mewn llinell o geir. Trwy ddefnyddio gwelediad cylchfesurool gellir cymeryd corneli yn sâff yn ôl 40 m.y.a. er fod y ffenestr flaen yn gwbl afloyw - felly mewn niwl, mwyaf y mae gwelediad blaen y gyrrwr yn afloyw, tuedda i yrru'n gyflymach gan ei fod yn dibynnu ar welediad cylchfesurool a gyda cyflymdra ara mae symbyliad cylchfesurool yn wan. Mewn niwl bydd gyrrwr gofalus yn cysylltu ei gyflymdra gyda'r hyn a wel o'i flaen ac nid gyda'r symbyliad cylchfesurool mae'n gael.

Mewn angylchedd ddi-nôd, fel pan fo niwl, y cerbyd ar y blaen sy'n rhoi'r unig syniad o bellter, a thuedd y gyrrwr yw mynd mor agos ato fel y gall ei weld yn dda, (cystal a phe na bai niwl) - mewn geiriau eraill, mae'n llawer nes at y cerbyd o'i flaen nag a fyddai dan angylchiadau normal - ar ddamcaniaeth seicolegol hon o gysondeb canfodiad ('perceptual constancy') sy'n achosi gwallgofrwydd traffordd ('motorway madness').

Er fod y rhan fwyaf o'r symbyliad sy'n cyrraedd y gyrrwr yn weladwy mae'n wir fod symbyliad sy'n ymwneud â'r clyw yn gallu cymeryd lle symbyliad gweladwy

gan eu bod yn cael eu derbyn ar yr un sianel - golyga hyn nad yw gyrrwr sy'n cario ymlaen sgwrs ddeallus tra'n dreifio ar stryd brysur yn gyrru'n sâff. Hefyd mae defnyddio ffôn symudol neu ddyfais recordio yn creu dryswch clywadwy sy'n achosi lleihad mewn gallu gyrru gan fod sylw'r gyrrwr yn cael ei anharu a'i ranu yn ogystal a'r ffaith yr achosir dryswch wrth weithio'r cyfarpar. Fodd bynnag, os yw'r gyrrwr yn ymwybodol fod y symbyliad clywadwy yn ormod, cyn belled ac mae ei gynlluniau mewn perthynas i'w fodur yn y cwestiwn, yna gall y symbyliad clywadwy fod o fudd i symbylu'r gyrrwr lluddedig, fel y gwna radio modur. Mae effeithiau symbylu hon yn gwrthweithio ei symbyliad clywadwy dryslyd.

Mae'n ddifrifol sylweddoli fod un glasied o sieri yn effeithio ar allu i ddreifio er gwaetha'r ffaith fod y gyrrwr o ganlyniad yn fwriadol yn ceisio dreifio'n fwy gofalus ac araf. Mae'r uchafswm lefel presennol o alcohol a ganiateir yn y gwaed (sef 80 mg./100 ml) yn un hael cyn belled ac mae'r gyrrwr yn y cwestiwn, a dylid sylweddoli fod lefel llawer is o alcohol yn y gwaed yn anharu ar effeithiolrwydd dreifio.

Mae'r ychydig o alcohol a gymerir yn gyffredin gan yfwyr cymdeithasol yn cynyddu'r perygl o ddamweiniau ar y ffyrdd pan daigwydd angylchiadau annisgwyl. Yr unig gyngor y gellir ei roi i'r rhai sy'n gyrru ac yn yfed yw - Peidiwch.

Ar y dechrau dywedais ei bod yn anymarferol rhoi prawf 'tueddiad i ddamwain' i fodurwyr preifat, ond yn awr hoffwn gymhwyso y gosodiad yna trwy ddweud fod rhai adrannau o'r boblogaeth yn achosi mwy o ddamweiniau nag eraill. Dangoswyd drosodd a throsodd fod y person allblyg yn fwy tueddol o gael ei ddedfrydu ar yrru diogel na'r sawl sydd â phersonoliaeth normal neu fewnblyg. Mae hyn yn ategu'r grŵp fod gyrrwyr gydag anianawd ymosodol yn fwy tebygol o fod yn gysylltiedig â damweiniau na gyrrwyr normal.

Ar sail tystiolaeth ystadegol dda, mae Gwinniau Yswiriant yn sylweddoli fod gyrrwyr ifanc yn tueddu i fod yn ddiotal, oherwydd mae cyfradd damwain yn ôl y filltir yng ngrŵp yr arddegau diweddar yn bum gwaith y cyfradd i'r holl oedrannau eraill. Dangoswyd hefyd fod personau gyda troseddau ffyrdd difrifol wedi cael mwy na'u siar o droseddau dybryd eraill yn eu herbyn, a dangosodd gwaith Americanaidd fod cydberthynas rhwng dinasoedd gyda nifer uchel o farwolaethau ar y ffyrdd a chyfradd uchel o lofruddiaethau a hunanladdiad.

Dywedir yn aml nad yw merched sy'n dreifio yn sâff a chefnogir y syniad yma gan y ffaith nad yw merched yn meddu cystal canfyddiad yn ymwneud â lle neu ofod (spatial perception) â dynion. Er gwaethaf hyn mae'n ffaith fod merched yn cymeryd llai o fentr na dynion, a'u bod yn gysylltiedig â dim ond tua hanner y damweiniâu a achosir gan ddynion o'r un grŵp oedran.

I derfynu, mae damweiniâu ar y ffyrdd yn debygol o ddigwydd ar ôl dreifio hir a naith, adeg symudiadau i oddiweddyd, mewn dreifio grŵp, adeg cyflyndra uchel, pan fo gweledodd yn isel, pan fo gwregysau sêdd heb gael eu gwisgo, pan fydd yn rhaid ateb ffôn symudol neu pan fo siaradwr dibaid yn gyd deithiwr, pan fo'r lefel isaf â ganfyddir o alcohol yn y gwaed yn bresennol, yn enwedig mewn dynion ifanc ymosodol.

Dibynna diogelwch ar y ffordd ar eich ymwybyddiaeth chi o'ch personoliaeth a'i gyfyngiadau, a'r ffaith y gallwch ddwyn trasiedi i eraill yn ogystal ag i'ch teulu a chi eich hun.

Gwelir adroddiad mwy nanwl o waith yr Adran Iechyd Cyhoeddus sy'n cynnwys darn gan yr Arolygwr Iechyd Cyhoeddus yn y tudalennau canlynol.

VITAL STATISTICS

	<u>1969</u>	<u>1970</u>	<u>1971</u>
1. <u>LIVE BIRTHS</u>			
Total	54	57	69
Leg: ..	45	53	63
Illeg: ..	9	4	6
Rate per 1,000 population (crude)	14.1	15.0	18.1
Rate per 1,000 population (adjusted)	15.8	16.8	20.3
Rate per 1,000 population England and Wales ..	16.3	16.0	16.0
Illegitimate live births per cent of total live births	17	7	9
2. <u>STILLBIRTHS</u>			
Total	0	2	0
Leg: ..	0	2	0
Illeg: ..	0	0	0
Rate per 1,000 live and stillbirths	0	34	0
Rate per 1,000 live and stillbirths England and Wales	0	13	12
3. <u>TOTAL LIVE AND STILLBIRTHS</u>			
	54	59	69
4. <u>PERI-NATAL DEATHS</u> (Stillbirths plus early neo-natal deaths)			
Total	0	2	1
Leg: ..	0	2	1
Illeg: ..	0	0	0
Rate per 1,000 total live and stillbirths	0	34	14
5. <u>EARLY NEO-NATAL DEATHS</u> (deaths under one week)			
Total	0	0	1
Leg: ..	0	0	1
Illeg: ..	0	0	0
Rate per 1,000 total live births	0	0	14
6. <u>NEO-NATAL DEATHS</u> (deaths under four weeks)			
Total	0	0	1
Leg: ..	0	0	1
Illeg: ..	0	0	0
Rate per 1,000 total live births	0	0	14

	<u>1969</u>	<u>1970</u>	<u>1971</u>
7. <u>INFANT DEATHS</u> (total deaths under one year)			
Total	0	1	1
Leg: ..	0	1	1
Illeg: ..	0	0	0
Rate per 1,000 total live births	0	18	14
Legitimate infant deaths per 1,000 legitimate live births ..	0	19	16
Illegitimate infant deaths per 1,000 illegitimate live births	0	0	0

8. <u>MATERNAL DEATHS</u> (including abortion)			
Number of deaths	0	0	0
Rate per 1,000 total live and stillbirths	0	0	0

DEATHS

Total	57	60	60
Rate per 1,000 population (crude)	14.9	15.8	15.7
Rate per 1,000 population (adjusted)	12.4	13.4	13.3
Rate per 1,000 population England and Wales ..	11.9	11.7	11.6

Area comparability factor for births	1.12	1.12	1.12
Area comparability factor for deaths	0.83	0.85	0.85

POPULATION STATISTICS

Area (in acres)	4,928
Population (census 1961)	3,789
Population (Registrar General's Estimated Mid-Year Population for 1971)	3,810

CAUSES OF DEATH

(Headings with no deaths allocated are omitted)

<u>Causes of Death</u>	<u>Number of Deaths</u>		
	<u>Male</u>	<u>Female</u>	<u>Total</u>
Malignant Neoplasm, Intestine	-	2	2
Malignant Neoplasm, Lung, Bronchus	2	1	3
Malignant Neoplasm, Breast	-	1	1
Malignant Neoplasm, Uterus	-	1	1
Other Malignant Neoplasms	-	2	2
Other Diseases of Nervous System	2	-	2
Ischaemic Heart Disease	9	4	13
Other Forms of Heart Disease	2	-	2
Cerebrovascular Disease	8	5	13
Other Diseases of Circulatory System	1	3	4
Pneumonia	1	1	2
Peptic Ulcer	1	-	1
Other Diseases of Digestive System	-	1	1
Hyperplasia of Prostate	1	-	1
Other Causes of Peri-Natal Mortality	-	1	1
Symptoms and Ill-Defined Conditions	5	3	8
Motor Vehicle Accidents	1	-	1
All Other Accidents	1	-	1
Suicide and Self-Inflicted Injuries	1	-	1
TOTAL:	35	25	60

INFECTIOUS DISEASES

The following is a list of the notifications of infectious disease, other than tuberculosis, received during the year:-

[illegible]

TUBERCULOSIS

The following table shows the sex and age distribution of the new cases notified during the year:-

AGE GROUP	RESPIRATORY		NON-RESPIRATORY	
	Male	Female	Male	Female
5 - 14	-	-	-	-
15 - 24	-	-	-	-
25 - 44	-	-	-	1
45 - 64	-	-	-	-
65 +	-	-	-	-
TOTAL	-	-	-	1

SECTION 47 OF THE NATIONAL ASSISTANCE ACT 1948

No action was required to be taken under this section during the year.

GENERAL PROVISION OF PREVENTIVE PERSONAL HEALTH SERVICES IN THE AREA

These remain essentially the same as in previous years, and are under the control of the County Council.

W. J. St. E.-G. RHYS
MEDICAL OFFICER OF HEALTH

ANNUAL REPORT OF THE PUBLIC HEALTH INSPECTOR

FOR THE YEAR 1971

SANITARY CIRCUMSTANCES OF THE BOROUGH

1. WATER

The Cardiganshire Water Board indicated that the water supply to the Borough had been satisfactory both in quality and quantity.

Chlorination is carried out in order to safeguard the supply against any form of contamination.

During the year, twenty-four properties were connected to the Board's mains.

No information is available on the Fluoride content of the mains supplies.

PUBLIC SWIMMING BATHS

There is no public swimming bath in the Borough.

2. DRAINAGE AND SEWERAGE

Routine maintenance work was carried out during the year to all existing sewers. The work consisted mainly of maintenance to flap valves to the main sewer outfalls. Considerable time was also spent on the maintenance of a number of storm water culverts.

The arrangements for sewerage and sewage disposal within the Borough are considered adequate - the built-up parts being served by a water carriage system whilst outlying dwellings are served by septic tank.

Cleaning of the 15 inch sewer from the Fire Station to the outfall at Spillers Quay was carried out by means of high pressure water jetting followed by power boring and winching. The results were satisfactory and extensive silt deposits were removed from the sewer.

As part of a programme of investigations into the conditions of sewers in the Borough, a closed circuit television survey was carried out. The work was carried out overnight and consisted of drawing a small closed circuit television camera, together with suitable lighting, through each length of sewer thought to be in poor repair. The result of this survey would enable a permanent record to be made, indicating also the location of manholes, house connections, the amount of infiltration and the various defects present.

A separate and detailed infiltration survey was also carried out and the results generally indicated that the infiltration flows were insufficient to warrant any large scale remedial work.

3. PUBLIC CONVENIENCES

The town is served by the following conveniences:-

Chancery Lane

Feidrfafr

Bath-house car park

Victoria Gardens

Bridgend

Greenfield Square

A new toilet block was built by direct labour in Greenfield Square, and the Council resolved that the existing conveniences in Chancery Lane should be demolished and a new block provided.

4. POLLUTION OF RIVERS

Despite informal notices and the erection of warning signs, the practice of depositing refuse along various watercourses persists. The depositing of refuse was evident along the river bank at Gloster Row, sections of the Mwldan and Cwmddegwel, Llandudoch.

5. CLOSET ACCOMMODATION

A number of dwellings were provided with bathrooms and facilities for the disposal of waste water - the work, in most instances, being grant aided under the Housing Act 1969.

During the year, a number of improvements were carried out to sanitary accommodation in catering establishments and also in licensed premises. The work was required in order to comply with the Food Hygiene Regulations 1955.

6. PUBLIC CLEANSING

Street Sweeping

The highways are cleansed daily by means of a mechanical road sweeper. The Council Housing Estate roads are cleansed once weekly by the machine. This has led to a considerable improvement in the appearance of the highways and estate roads. A contribution to the cost is made by the County Council in respect of the trunk and classified roads.

Trade Refuse

A charge of £3.00 per annum for the collection of trade refuse from trade premises within the Borough was introduced by the Council in 1966, in accordance with the provisions of Section 73 of the Public Health Act 1936.

These charges were revised during the year due to the continually rising collection costs and in particular due to the high volume of waste from the Supermarket type of trader. The present charge is £5.00 for ordinary trade collection and £25.00 per annum for premises producing exceptional quantities.

It is estimated that 1,346 tons of trade refuse was collected from business premises during the year. Trade refuse is disposed of by incineration at Tygwyn, Ferwig.

Refuse Disposal

The service is covered by direct labour over the whole of the Borough and mechanical transport is used. Collection is made twice weekly in all the built-up areas and once weekly in the outlying areas. This arrangement is satisfactory and the work well organised. The Council operate a 'fore and aft' tipping vehicle of 25 cubic yards capacity - which replaced the side loading vehicle of 12 cubic yards capacity.

Disposal is at the Sarnau site by agreement with the Teifiside Rural District Council - subject to the payment of proportionate costs of operating the tip site.

The Council introduced a pilot scheme for the collection of refuse utilizing paper sacks. The scheme was introduced in one part of the town and this meant re-introduction of a once weekly collection, which is the policy used when operating a paper sack system of collection. The sack system was subsequently introduced to cover the whole of the Borough.

7. HOUSING

Felin Ban Site

The Council approved a housing scheme on the Felin Ban site of approximately 3.5 acres. The scheme provided for eleven three-bed houses, sixteen two-bed houses, twenty-one two-bed bungalows, with forty-eight garages, and work was commenced on site in May 1971.

The total number of Council properties at the end of the year was:

Council dwellings	388
Council garages	129
	<hr/>
	517

PLANS APPROVED

The following building plans were approved under the Building Regulations 1965:-

New Houses	Nil
New Bungalows	8
Alterations and Improvements to houses	17
Garages	5
Miscellaneous including shops	15
	<hr/>
	45

8. HOUSING ACT 1969

The Housing Act 1969 came into effect on 25 August 1969. The Act set out a fresh and self-contained code for the grant aided improvement and conversion of houses and also provided local authorities with additional powers to bring about the repair of houses. The Housing Act 1971 increased the amount of financial assistance available under the Housing Act 1969.

The Act provides for three different types of grant:-

- (a) Improvement grant, of up to £1,500 payable at the discretion of the local authority - normally for works of a high all-round level for the improvement, conversion and repair of properties with a good life ahead of them.
- (b) Standard grant, of up to £450 obtainable by owners as of right except in general improvement areas for the installation of standard amenities in cases where the dwelling has an estimated life of at least fifteen years; and otherwise at the authority's discretion subject to Ministerial directions.
- (c) Special grant, available at the local authority's discretion, for the installation of standard amenities in houses in multiple occupation.

Applications for grants approved during 1971 were as follows:-

1. Improvement Grants

Grants in respect of fourteen dwellings amounting to £18,720.00

2. Standard Grants

Grants in respect of nine dwellings amounting to £1,729.00

9. DISINFECTION

Disinfection of dwellings following infectious disease was carried out in five dwellings.

10. DISINFESTATION

Disinfestation was carried out in four premises during the year for the eradication of cockroaches and ants.

11. PETROLEUM (CONSOLIDATION) ACT 1928

The Council is responsible for the licensing and supervision of petroleum storage installations. Under the above Act, no person may store petroleum spirit in excess of the quantity prescribed unless a licence has been granted by the Borough Council.

In 1971 such licences issued were fourteen, in respect of which fees amounted to £55.00.

12. SCHOOLS

The sanitary accommodation and water supply for the schools are satisfactory.

13. MORTUARY FACILITIES

The Council provide a single storey one roomed mortuary at the Cemetery.

14. NOISE ABATEMENT ACT

No statutory action was necessary under the Noise Abatement Act 1960. On occasions, works being carried out for or on behalf of public utilities were observed to be creating noise nuisance due to baffles or hoods not being used.

15. AIR POLLUTION (Clean Air Act 1956)

No action was necessary during the year under legislation dealing with the above.

16. PREVENTION OF DAMAGE BY PESTS ACT 1949

The Council have in their employ a part-time Rodent Operator. Sewer treatment involving baiting of approximately seventy-nine manholes is carried out twice a year, the sewers remain almost free of infestation.

The following table shows the work carried out:-

Properties other than Sewers	Type of Property	
	Non-Agricultural	Agricultural
1. Number of properties in the district	1,357	80
2. (a) Total number of properties (including nearby premises) inspected following notification	14	-
(b) Number infested by:-		
(i) Rats	3	-
(ii) Mice	8	-
3. (a) Total number of properties inspected for rats and/or mice for reasons other than notification	10	-
(b) Number infested by:-		
(i) Rats	-	-
(ii) Mice	5	-
<u>SEWERS</u>		
4. Were any sewers infested by rats during the year?	NO	

17. OFFICES, SHOPS AND RAILWAY PREMISES ACT 1963

The above Act came into operation on 1 August 1964. The main provisions of the Act affect the working conditions of countless people and are concerned with overcrowding, cleanliness, temperature, ventilation, lighting, sanitary facilities, safety and noise in offices and shops. Approximately one hundred and eighty premises in the Borough come within the scope of the Act.

OFFICES, SHOPS AND RAILWAY PREMISES ACT 1963

(A) REGISTRATIONS AND GENERAL INSPECTIONS

Class of Premises (1)	Number of premises regis- tered during the year (2)	Number of registered pre- mises at end of the year (3)	Number of registered pre- mises receiving a general inspection during the year (4)
Offices	-	29	25
Retail Shops	-	51	35
Wholesale shops Warehouses	-	2	2
Catering establish- ments open to the public, canteens	-	5	5
Fuel Storage Depots	-	2	2
TOTAL	-	89	69

Total number of visits of all kinds by Inspectors to
registered premises under the Act = 217

(B) ANALYSIS OF CONTRAVENTIONS

SECTION	CONTRAVENTION IN RESPECT OF	FOUND
4	Cleanliness	NIL
5	Overcrowding	NIL
6	Temperature	NIL
7	Ventilation	NIL
8	Lighting	NIL
9	Sanitary conveniences	NIL
10	Washing facilities	NIL
11	Supply of drinking water	NIL
12	Clothing accommodation	NIL
13	Sitting facilities	NIL
14	Seats (Sedentary Workers)	NIL
15	Eating facilities	NIL
16	Floors, passage and stairs	NIL
17	Fencing exposed parts machinery	NIL
18	Protection of young persons from dangerous machinery	NIL
19	Training of young persons working at dangerous machinery	NIL
23	Prohibition of heavy work	NIL
24	First Aid	NIL
	Other matters	NIL

(C) EXEMPTIONS

1. Number of applications for exemption received Nil
2. Number of applications granted Nil

(D) REPORTED ACCIDENTS

Workplace	Number Reported		Total Number Investi- gated	Action Recommended			
	Fatal	Non-fatal		Pros- ecution	Formal Warning	Informal Advice	No action
Offices	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Retail shops	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Wholesale shops Warehouses	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Catering Establishments open to public, canteens	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Fuel storage depots	Nil	Nil	Nil	Nil	Nil	Nil	Nil
TOTAL	Nil	Nil	Nil	Nil	Nil	Nil	Nil

18. INSPECTION AND SUPERVISION OF FOOD

Food and Drugs Act 1955 - Food Hygiene (General) Regulations 1960

Routine visits were carried out during the year to catering premises, bakehouses, and food premises under the Food Hygiene (General) Regulations 1960.

Preliminary notices issued during the year under the Regulations were as follows:-

Protection of food from contamination	16
Personal cleanliness (including smoking offences)	4
Carrying and wrapping of open food	13
Sanitary accommodation	9
Provide wash-hand basins	3
Provide facilities for washing food equipment	8
Cleanse and repair food rooms	12
Provide first aid materials	16
	<hr/>
	81
	<hr/>

The following details are extracted from the Register of Food premises:-

Bakehouses	4
Butchers	8
Fishmongers	2
Cafes	6
Factory Canteens	1
Fried Fish Shops	2
Grocers	22
Greengrocers	9
Hotels	7
Ice-Cream Dealers	12
Ice-Cream Manufacturers	-
Public Houses	13
School Canteens and Kitchens	2
Snack bars/mobile canteens	-
	<hr/>
	88
	<hr/>

The number of visits to food premises was one hundred and thirty-one.

19. ADULTERATION OF FOOD

The Cardiganshire County Council administers the sections of the Food and Drugs Act 1955 dealing with the adulteration of food.

There were no prosecutions under the Food and Drugs Act 1955 during the year.

20. MIILK AND DAIRIES (GENERAL) REGULATIONS 1959

Inspection of dairy premises carried out indicated that contraventions of the above regulations existed. Remedial works were carried out following the service of informal notices. The number of dairies registered in the Borough is three.

21. SLAUGHTERHOUSE

The Slaughterhouse is municipally owned and operated (as from 1 July 1966). The Council's Public Health Inspectors enforce one hundred per cent inspection of all home killed meat.

The number of animals slaughtered at the Slaughterhouse during the year were as follows:-

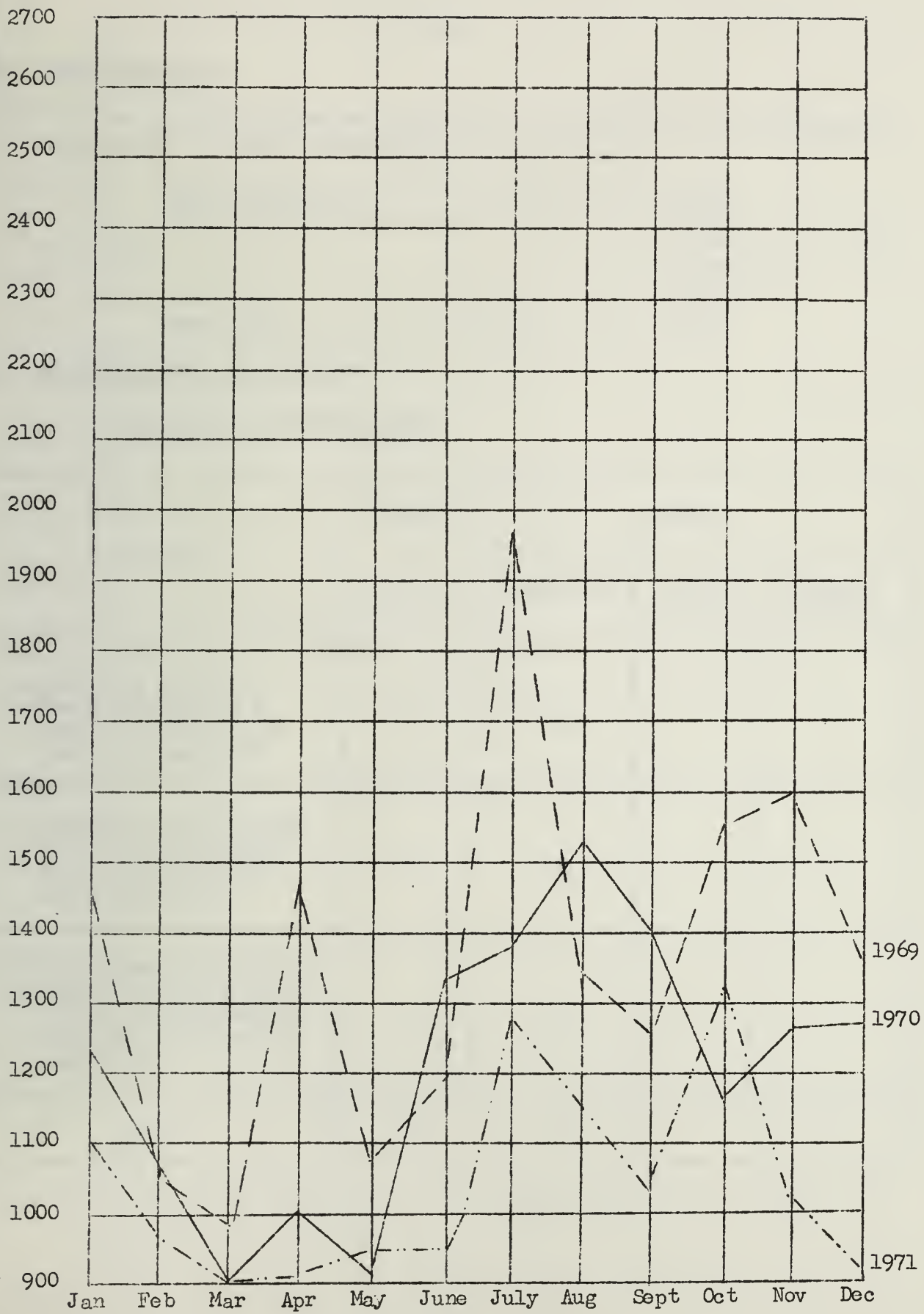
	<u>Cattle</u>	<u>Calves</u>	<u>Sheep and</u> <u>Lambs</u>	<u>Pigs</u>	<u>Total</u>
No. of animals killed	854	5	8,450	1,549	10,858

Total weight of meat condemned - 4,769 lbs.

TOTAL KILLINGS

(Including cattle, calves, sheep and pigs)

[illegible]



22. FOOD INSPECTION

The following quantities and types of foodstuffs were surrendered as being unfit for human consumption:-

Canned meats 104 lbs.
Other canned foods 784 lbs.

888 lbs.

Other foods 532 lbs.

23. FACTORIES ACTS 1947 TO 1959

1. Inspections during the year

Premises	Number on Register	Number of		
		Inspections	Written Notices	Occupiers Prosecuted
1. Factories in which Section 1,2,3,4 & 6 are to be enforced by the Local Authority	2	2	-	-
2. Factories not included in (1) in which Section 7 is enforced by the Local Authority	31	35	-	-
3. Other premises in which Section 7 is enforced by the Local Authority (excluding out-workers premises)	2	2	-	-
TOTAL	35	39	-	-

Defects

Particulars (1)	Number of cases in which defects were found				Number of cases in which prose- cutions were in- stituted (6)
	Found (2)	Remedied (3)	Referred		
			To H.M. Inspector (4)	By H.M. Inspector (5)	
Want of cleanliness (S.1)	4	4	-	-	-
Overcrowding (S.2)	-	-	-	-	-
Unreasonable temperature (S.3)	-	-	-	-	-
Inadequate ventilation (S.4)	-	-	-	-	-
Ineffective drainage of floors (S.6)	-	-	-	-	-
<u>Sanitary Conveniences</u> (S.7)					
(a) Insufficient	-	-	-	-	-
(b) Unsuitable or defective	-	-	-	-	-
(c) Not separate for sexes	-	-	-	-	-
Other offences against the Act (Not including offences relating to Outwork)	-	-	-	-	-
TOTAL	4	4	-	-	-

OUTWORK

There is one outworker in the Borough, engaged in making up knitted garments. Conditions at these premises, i.e. persons' residence, were found to be satisfactory.

24. SUMMARY

Inspection and Visits

The total number of inspections and visits on various public health matters totalled 1,111 for the year 1971. Details are as follows:-

(a) Housing Act 1936

Inspection of dwellings	84
Inspection of overcrowding	2
Inspection of housing applicants	3

(b) Public Health Act 1936

Inspection of dwellings	51
Inspection of movable dwellings	-
Inspection of water supply	2
Inspection of drainage works	173
Inspection of defective cesspools	-
Inspection of ditches and watercourses	2
Visits and enquiries regarding infectious illness ..	-
Number of rooms disinfected	1
Visits regarding Pests (Flies and Beetles)	4

(c) Food and Drugs Act 1955

Inspection of Bakehouses	10
Inspection of Butchers' Shops	5
Inspection of Cafes and Restaurants	21
Inspection of Dairies and Milkshops	6
Inspection of Fishmongers	1
Inspection of Ice-Cream Dealers	3
Inspection of Licensed Premises	17
Inspection of Other Food Premises	35
Visits to Slaughterhouse	523
Visits to inspect unsound food	90

(d) Factories Act 1937

Inspection of Factories with power	9
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(e) Petroleum (Consolidation) Act 1928

Inspection of Petroleum Installations	14
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(f) Other visits not classified

55
1,111

Inspection of Dwelling Houses During the Year

(a) The total number of dwellings inspected for housing defects (under Public Health and Housing Act)	45
(b) The number of inspections made for the purpose	69
(c) Number of dwelling houses found not to be in all respects reasonably fit for human habitation	4

Housing Acts 1925 - 1964

(a) The number of houses which on inspection were considered to be unfit for human habitation	-
(b) The number of houses the defects in which were remedied in consequence of informal action by the Local Authority or their Officers	19
(c) The number of representations made to the Local Authority with the view to:	
(i) the serving of notices requiring the execution of works	-
(ii) the making of demolition orders	-
(d) The number of notices served requiring the execution of works	-
(e) The number of houses which were rendered fit after service of notices	-
(f) The number of demolition or closing orders made	-
(g) The number of houses demolished	1

MILK SUPPLIES - BRUCELLA ABORTUS

(i) Number of samples of raw milk examined	Nil
(ii) Number of positive samples found	Nil
(iii) Action taken in respect of positive samples	Nil

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